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號二十百二千七第

日二初月六年丑癸

HONGKONG, SATURDAY, JULY 5th, 1913.

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K. KATO,
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Hongkong, 11th March, 1913. [a14]

SIEN TING

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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [480]

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SHOTS. From No. 10 to S&S&G. at \$6, \$7 and
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Inspection Invited.

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Hongkong, 17th April, 1913. [189]

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PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.		
7.00 a.m.	to 8.00 a.m.	Every 15 minutes.
8.00 "	" 10.00 "	" 10 "
10.00 "	" 11.00 "	" 15 "
11.30 "	" 12.45 p.m.	" 15 "
12.45 p.m.	" 1.45 "	" 15 "
1.45 "	" 2.15 "	" 10 "
2.15 "	" 5.00 "	" 15 "
5.00 "	" 8.10 "	" 10 "
NIGHT CARS.		
2.50 p.m.	and 9.00 p.m.	9.30 to 11.00 p.m.
Every half-hour.		
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Every Quarter of an Hour.		
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8.00 a.m.	to 10.30 a.m.	Every 15 minutes.
10.30 "	" 11.00 "	" 10 "
11.45 "	" 12.00 noon.	" 15 "
12.00 noon.	" 1.00 p.m.	" 15 "
1.00 p.m.	" 5.00 "	" 15 "
5.00 "	" 7.00 "	" 10 "
7.00 "	" 8.10 "	" 10 "
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Extra Car at 12 Midnight.		

SPECIAL CARS by arrangement at
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JOHN D. H. MURPHY & SON,
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Hongkong, 1st April, 1913. [152]

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Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material
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Custom-house bridge and insurance undertaken. Rates moderate.
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WEISMANN, LTD.** [133]



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To HIS MAJESTY
THE KING.
By Royal
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will be refused supplies. [a1004]

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In the angle of the Railway Station at
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IDEAL REST-STATION
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Running Water, Electric Light, Excellent Cuisine, Low Rates. [632]

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Delightfully situated right close to the
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Nara is a tourist centre of historical and
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QUIET SUMMER RESORT.

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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	514 ft.	77 ft.	26 ft.
No. 2	550 ft.	83 ft.	31 ft.
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The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
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Lifting Power		7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in		46 Feet.	56 Feet.
Breadth		56 "	66 "
" Draft		22 "	26 "

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The Flotting Sheerlegs, capable of lifting 40 ton weight.

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Hongkong 28th May, 1913. [720]

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Reasonable Rates.
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H. HAYNES,
Manager.
Hongkong, 2nd August, 1912. [a53]

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QUEEN'S ROAD CENTRAL.

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ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
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Large and Airy Rooms, Hot, Cold, and Shower
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Large and Comfortable Lounge, Private and
Public Bars and Billiard Rooms. CUISINE
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SUPERVISION. Sanitary Arrangements of
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TELEGRAPHIC ADDRESS: "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a36]

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Roof Garden and Social Rooms, European
Runners meet Steamers.

P. O. PEUSTER,
Manager.
Hongkong, 1st January, 1913. [146]

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PRIVATE HOTEL.

STANDING in its own grounds, with Tennis
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Well Furnished Rooms, every home comfort
Fine View of the Harbour.
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Hongkong, 4th December, 1907. [a34]

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SITUATED IN THE CENTRE OF PRAGA GRANDE

Both Hotels electrically lighted and under
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WM. FATHER,
Proprietor.
[742]

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Hongkong, 15th April, 1913. [154]

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YE OLDE ENGLISH LAVENDER WATER.

An exquisite Perfume. Put up in Elegant Bottles, makes a delightful adjunct to the Toilet.

"WE LIKE YOUR LAVENDER WATER BETTER THAN ANY OTHER WE HAVE BEEN ABLE TO GET IN ENGLAND. (Recent Testimonial.)"

A. S. WATSON & CO. LIMITED.

HONGKONG AND CHINA.

[22]

BIRTHS.

—On June 26, at Shanghai, to Mr. and Mrs. W. F. HAMLIN, a son, BARTOLINI. —On June 26, at Shanghai, Mrs. J. BARTOLINI, a son.

JACOB. —On June 30, at Shanghai, the wife of Mr. J. I. JACOB, a son.

BULLDEATH. —On June 27, at Shanghai, to Mr. and Mrs. R. BULLDEATH, a daughter.

SPONT. —On June 27, at Shanghai, to the wife of R. SPONT, a daughter, still-born.

DEATHS.

HAWKINGS. —On June 23, at Santuao, PAULINE MARY, daughter of Mr. and Mrs. H. B. HAWKINGS, Chinese Customs Service, aged eight months.

McLEOD. —On June 28, at Shanghai, SUSAN MARGARET, widow of the late ALEXANDER McLEOD, aged 52 years.

HUGAL. —On June 30, at Shanghai, TOM NEWTON HUGAL, Health Department, S.M.C., aged 47 years.

HONGKONG OFFICE: 101, DES VUEX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 5th, 1913.

"The holding of a Coroner's inquest to determine 'how and by what means' persons have met their deaths when it is known to everybody that they were killed by the collapse of the houses in which they dwell, is as often as not a merely formal observance of the letter of the law which requires inquests to be held in all cases of sudden death. We know that such deaths occur 'by misadventure,' but the object of the inquiry in such cases is to ascertain whether the accident has been brought about by criminal negligence on the part of anyone. If so, it is for the Coroner's jury to fix the responsibility and, if the circumstances justify it, return a verdict of manslaughter against the person or persons whose criminal negligence is deemed to have brought about the collapse. While it is satisfactory to know that the Jury in the case of the Station Street collapse were able to return a verdict of 'death by misadventure,' we think there will be wide concurrence in the view embodied in the Jury's verdict to the effect that it would not be to the credit of the administration if the Government were to do more than has been done in the past to avert such calamities which occur more frequently in Hongkong than in any other city with which we are acquainted. Elsewhere, if not among many residents in Hongkong itself, the thought

has doubtless suggested itself that those collapses argue laxity of supervision over the buildings in the Colony by the Building Authority, and we may remark incidentally that as, at inquests of this kind, the Government is more or less upon its trial, it does not seem quite the thing that the Crown Solicitor should be allowed to address the Jury before the evidence is taken and invite them to bring in a verdict absolving everybody from criminal negligence. If it is necessary for the Crown Solicitor to be present at such an inquiry, we should prefer to see him representing the interests of the public rather than those of a Government Department which, as we have said, is called upon at such an inquiry to prove that it has been guilty of no negligence. We do not for a moment suggest that the evidence given at the inquest in this particular case was opposed to the view taken by the Crown Solicitor; but certain statements were made in the course of the inquiry which may well suggest that an obligation rests upon the Government to do more than it has done to afford the inhabitants protection from dangers which the Public Works Department well know exist. Mr. Watson, the Executive Engineer in charge of the Buildings Ordinance Office, stated that there was no record in his Office of when these houses were built, or by whom they were built. He estimated that the defective party wall which gave way and caused the houses to collapse was at least forty years old, and he added that "it was inevitable that a wall built in the manner that this one was must eventually collapse." In an ordinary examination, he said, the defects of the wall would not have been noticed but since the collapse he had made a further examination of the party walls of the adjoining houses and had condemned the whole of the block, and also several other walls! Now, without stopping to inquire whether the Public Works Department has not known of these dangers for many years past, it is pertinent to ask:— (1) How many such houses are there in the Colony of which the Public Works Department have no building records? (2) How far should the Government go in their examination of the party walls of such houses and in the condemnation of all which show inherent weakness? We have heard it said that this would involve the condemnation of half the Chinese tenement houses in the Colony, and we can imagine what an outcry there would be if anything of the kind were done. Yet we are told in evidence by the Executive Engineer in charge of the Buildings Ordinance Office that it is inevitable that walls built as this one was—in fact, the centre of the wall consisted almost entirely of small pieces of brick—must eventually collapse! These walls were built in days when there was no supervision by authorised architects or by Government building inspectors, and from the fact that even in the year 1913 the European overseer reads "to sit upon the building all day long"—as one expert expressed it in a Court on one occasion—to ensure that the average Chinese contractor builds his walls properly, we can imagine what the houses are like which were built without any foreign expert supervision whatever. Even now, if we are not mistaken, there are only three building inspectors on the staff of the Public Works Department. The lesson of this inquest is that there is need of more, and in view of the evidence given at the inquest the Jury were certainly warranted in adding to their verdict a rider to the effect that the Government might further consider the advisability of making it obligatory on the part of owners of property, in certain areas at least, to give prompt notice to the Public Works Department when they are asked to repair party walls, however slight the defects may appear. Extraordinary circumstances demand extraordinary measures.

A Chinese apprentice, aged about 18, was drowned in Yaumati Bay whilst bathing.

Mr. Andrew Forbes returned from Home yesterday, travelling out by the Siberian route.

A day or so ago some person entered Messrs. Loxley & Company's godown, No. 2, Stanley Street, by the back window, and purloined 58 pieces of shirting, valued at \$350.

The installation of a modern fire alarm system to consist of alarm boxes, to be placed in public buildings and private residences, is planned by the municipal authorities of Manila.

At Shanghai last week a start was made on the foundations of the new buildings of Messrs. Geo. McBain on The Bund to the south of the Shanghai Club. When completed, the N.C. Daily News says, it should be one of the most handsome and probably the most up-to-date building in Shanghai. It is to be eight storeys in height, built in the Renaissance style of architecture.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

HEAVY FIGHTING IN THE BALKANS.

BULGARIANS BADLY BEATEN BY GREEKS.

LONDON, July 4th. A Greek official dispatch reports heavy Bulgarian losses in the fighting outside Salonika. The Greek losses were considerable, but not excessive. Four quick-firing guns were captured.

SALONIKA, July 4th. In the battle fought outside Salonika the Greek artillery overpowered the Bulgarian artillery, whereupon the Greek infantry charged with the bayonet and pierced the Bulgarian line of artillery and cleared the Bulgarians from the whole plain of Kilkish, the Greeks driving the enemy northward. They captured six officers and many others.

FINE PERFORMANCE BY GREEK INFANTRY.

The newspaper correspondents with the Greek Army dwell upon the extraordinary dash of the infantry which waded through miles of marshes storming fortified positions with bayonets, unsupported by guns, which it was latterly impossible to use.

Immediately the Bulgarians at Salonika disarmed the Greeks marched out. King Constantine took command, and on Wednesday morning ordered the advance of eight divisions. The first Bulgarian position was captured after a rush by the whole body of infantry over a stretch of 3,000 yards.

Greek official dispatches announce the recapture of Ghevgheli, re-opening communication with the Servians. They also announce the recapture of Nigrita, and state that the Bulgarians made a headlong flight and many were drowned in the River Vardar. Two thousand wounded have arrived at Belgrade.

ALLEGED BULGARIAN MASSACRES.

A telegram from the Greek headquarters alleges that the Bulgarians massacred the inhabitants of Nigrita and Bogdanza.

SERVIANS CLAIM VICTORY OVER BULGARIANS.

BELGRADE, July 4th. The Servians on Tuesday captured altogether 29 out of the 70 guns belonging to the Rilo division and quantities of equipment and rifles. The latest reports show that the Bulgarians have now been entirely cleared out of the territory from which they had ousted the Servians, the latter driving twenty-four Bulgarian battalions headlong across the river Zletovo. The cavalry charged most effectively. It is estimated that the Bulgarian casualties were 800 killed and 1,800 wounded.

SERVIAN PRISONERS.

A Sofia telegram says the Bulgarians captured 1,500 Servian troops.

A HEAVY BATTLE.

A Servian official dispatch says the Servian casualties in the three days' battle at Orcepolje numbered 6,000, and the Bulgarians many more.

Fighting is proceeding at Kotchana and Lalitip.

BULGARIA DENIES SERVIAN VICTORIES.

A telegram from Sofia states that the Bulgarian Government flatly denies the reports of Servian successes and accuses Servia of making attacks which, however, were repulsed.

RENEWED FIGHTING.

LONDON, July 4th. The Servians report that a fight was progressing on Thursday near Koshana, but the result is not yet known. No further details are to hand, but the Ministers of Justice and of Commerce at a Cabinet meeting in Belgrade declared with broad smiles that they were satisfied with the operations.

ROUMANIA MOBILISES.

BUCHAREST, July 4th. The King has ordered a general mobilisation.

LET THEM "FIGHT IT OUT."

There is a strong feeling in diplomatic quarters in London that it would be better for all parties in the Balkans to fight it out now that they have begun. A satisfactory settlement, it is felt, would be easier after a short, sharp conflict.

[THROUGH REUTER'S AGENCY.]

TURKEY TO REMAIN NEUTRAL.

CONSTANTINOPLE, July 4th. The Porte has decided in any event to maintain a neutral attitude towards the belligerents, keeping in view only the East-Media line.

TURKISH PRESS COUNSEL REVENGE.

The Press at Constantinople is urging the Turkish Government to hold the Chatalja army in readiness to take revenge on the Bulgarians.

PARLIAMENT'S ALL NIGHT SITTING.

LONDON, July 4th. The House of Commons had a lively all night sitting on the committee stage of the Plural Voting Bill, the proceedings continuing for eighteen hours. Mr. Bonar Law refused to make any arrangement to facilitate the passage of the Bill as a protest against the constant use of the closure and the guillotine.

ANNEXATION OF THE CONGO.

BRUSSELS, July 4th. The Journal de Bruxelles states that Sir Edward Grey on the 27th June handed the Belgian Minister in London a Note formally recognising the annexation of the Congo.

ACTRESS AND PEER.

LONDON, July 4th. In the King's Bench Division the actress Miss Daisy Markham sued the Marquis of Northampton for breach of promise. The action was settled by defendant paying £50,000 and costs. Counsel explained that the engagement was broken off at the request of defendant's late father, and read a letter from defendant to plaintiff saying he still loved and respected her and was doing what he did from a sense of duty.

THE BRITISH AIR FLEET.

A GIFT FROM BRITISH EAST AFRICA. LONDON, July 4th. A Nairobi telegram states that £1,000 have been subscribed by residents in British East Africa towards the purchase of an aeroplane for Great Britain.

THE JOHANNESBURG STRIKE.

TROOPS CONCENTRATING. JOHANNESBURG, July 4th. The engineers, carpenters, joiners, and masons have balloted in favour of strike, in sympathy with the miners.

THE ENGLISH TURE.

LONDON, July 4th. The Princess of Wales Stakes resulted as follows:

Lance Chest 1
Catmint 2
Fortyfoot 3

Eleven ran. Lance Chest won by half a length, three-quarters separating second and third.

Betting: 100 to 9 against Lance Chest, 4 to 1 against Catmint, and 20 to 1 against Fortyfoot.

THE REFLOATING OF THE "NIPPON."

We announced two days ago the refloating of the Swedish steamer Nippon, which was driven by a typhoon a couple of months ago on Scarborough reef.

According to Manila papers received yesterday the officers of the Corregidor reported last week that the Nippon was floated upon the reef on the next high tide. "All the ship's machinery is now in working order, her hold cleaned out, and with the exception of one small leak the work on board has been completed," said an officer. "All that remains to be done is a little blasting on the reef to allow her to clear when she floats with the next high tide," he concluded.

The Corregidor sailed again for Scarborough reef, taking out 20 cases of gasoline and two cases of dynamite for blasting around the reef to give the Nippon a clearance when the salvors made the attempt to tow her in with the Rial.

It was understood that negotiations were commenced with the War Department so that the Nippon might be taken to Olongapo and put on the drydock Dewey. No foreign vessel can be docked on the Dewey without special permission from the Secretary of War.

"THE GLORIOUS FOURTH."

THE CELEBRATION IN HONGKONG.

The American Consulate-General, the Captain and Officers of the U.S.S. Wilmington and the leading American firms in the Colony combined yesterday in a reception to the residents of the Colony at the Hongkong Hotel in honour of Independence Day. The reception was very largely attended. Captain Conolly, A.D.C., represented H.E. the Governor. H.E. the Officer Commanding the Troops (Major-General Anderson, C.B.) was present in person, and, at noon, gave the toast of "The President of the United States," the Band of the Duke of Cornwall's Light Infantry playing "The Star-Spangled Banner." Mr. George Anderson, the United States Consul-General, gave the toast of "The King," and the Band played a few bars of the British National Anthem. In an adjoining room Commodore Austruther, and Captain Hubbard, of the U.S.S. Wilmington proposed the respective toasts. From 11 o'clock to one there was a constant stream of callers, and it may be said that Independence Day was more generally recognised in the Colony than has ever been the case before. In addition to the united function, Dr. J. W. Noble held the reception which it has been his custom to hold for many years past at his surgery in Queen's Road Central.

H.M.S. Tamar and the American ships in port were dressed in honour of the occasion.

TO RESTORE THE EMPEROR.

STARTLING PROPOSAL IN THE NORTH. DENUNCIATION OF YUAN.

PEKING, June 30th. The Peking Daily News publishes the following which throws an interesting light upon the intentions of Sheng Yun, formerly Viceroy of Kansu, whose real policy has been the subject of much discussion and speculation for so many months.

The Cabinet has received a despatch from the Secretary's Office at the President's residence saying that, in a letter from Prince Anmerhlingkuei, is enclosed a letter from Sheng Yun at Urga, which has been transmitted through the Russian Legation. The letter in question has been submitted to Yuan Shih-kai for consideration. As the matter is connected with Mongolia and materially affects the Republic, the Cabinet is requested secretly to inform the Senate and the House of Representatives of the matter.

THE MONGOL DANGER. The Prince's letter to Yuan Shih-kai is as follows:—

"I have received a letter from Sheng Yun transmitted through the Russian Legation and Russian Ministers. Sheng Yun's letter is enclosed. Sheng Yun's expressions are very surprising. His intention is to persuade me to join his cause. This suggestion you will certainly put aside with scorn. But the consequences of such sedition letters are very dangerous, and the best course to adopt, therefore, is to conclude the proposed Russo-Chinese Agreement as speedily as possible. Parliament is hesitating about the matter and the possible issues are almost unthinkable. The sufferings of the Mongol Banners have reached a climax, and should the proposal be rejected at a time when the Government is not sufficiently strong to handle the situation, it is to be feared that through despair Outer and Inner Mongolia may rise for mutual assistance. Members of the Houses whose intelligence is very small are unworthy to be strongly denounced, but the Government will be responsible if a catastrophe occurs. Hoping these frank expressions will receive your Excellency's consideration."

(Signed) ANMERHLINGKUEI. SHENG YUN'S PROPOSALS.

The letter from Sheng Yun to the Prince is as follows:—

Since the troubles of 1911 both country and home have been devastated. As every person who is not destitute of conscience and honour desires to overthrow the rebellious leader, and to devise means for the restoration (of the monarchy) what shall we hereditary slaves of Mongolia do? I, Sheng Yun, though indiscreet, have arrived at Urga and have effected a union among the northern troops, and issued proclamations to twenty provinces to raise a righteous expedition to punish those who are rebellious to our China Dynasty. It has been reported that your Excellency has received an appointment from the rebel Yuan, and that you are willing to remain in his service, but I am suspicious of the report. The minds of great men cannot be easily traced out, and it is not necessary to communicate to honest people their intention of supporting the Imperial Household, and pacifying the people. But recently it was reported that the rebel Yuan had moved into the palace to replace our young master and had cut off the faithful and loyal, and driven off the old chiefs. To be in his service is to serve the enemy, and to forget one's own country, without sense of shame. If when you are alive you are but the servant of a rebellious servant, how can you stand before your posterity when you pass to the realms below the earth?

I sincerely and earnestly exhort you, if you are determined to turn over to the right side, that you will speedily let me know, and that you will inform me how to gather external assistance, how to gather together secretly men of honour, and how to assassinate rebellious parties. When the northern troops enter the Capital to restore the Emperor to the throne, I, Sheng Yun, will memorialize the throne to reward the meritorious, and to pardon errors committed in bygone days, for there are laws the authority of which none can defy. Trusting, etc. (Signed) SHENG YUN.

The so-called Russian Minister's letter does not appear, but Reuter's Peking correspondent learns officially that the Russian Legation recently received through the Russian post a letter addressed to Prince Anmerhlingkuei. Such letters frequently pass through the hands of the Russian officials, sometimes to or from the Government itself. Such messages are always sealed.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 4th July state:—

The market for local securities has ruled firm throughout the past week, and further improvement in several instances has again to be recorded, the market generally closing firm. The London market, after advancing in the early part of the week, closes generally lower on the period under review, with the exception perhaps of "Oils," which remain at about last week's level, the closing tone being steady for "Rubbers" and quieter for "Tins." Fine Hard Para Rubber is quoted to-day at 3/9½ per lb., and Plantation Sheets at 2/10½. Discount rates are unchanged at 4½ per cent. (Bank of England) and 4½ per cent. in the open market. Bar Silver closes firm at 26½-16d. for ready, and 27½d. for forward delivery. Starling T.T. is quoted to-day at 1/11.9-16d., Shanghai T.T. at 7/3, and Singapore T.T. at 8/4. Consols close firmer at 73½.

BANKS.—Hongkong and Shanghai after sales at \$815 close easier at \$812½ sellers. London is unchanged at £81.

MARINE INSURANCES.—Unions continue quiet at \$790 with probable sellers. Cantons are enquired for at \$293 and North Chinas at Tls. 135. Yangtszes are a neglected market at \$200 nominal.

FINE INSURANCES.—Hongkongs have had sales at \$357, and Chinas at \$417.

SHIPPING.—Hongkong, Canton and Macao have again been sold at \$27. Sales have taken place in Indo-China at \$85 and \$85½, and close with buyers at the latter figure. China and Manilla have slightly weakened, several sales having been effected at \$10. Douglases have been a quiet market, and close with sellers at \$33. Star Ferries have had sales at \$53, and probably more can be obtained at this figure.

OILS.—Shells close with a nominal quotation of \$102½ ex dividend. Ural Caspians are reported at 42½ middle and Mexican Eagles at 39½, a slight improvement on last week.

REFINERIES.—Sales have taken place in China Sugars at \$100, and they now close with sellers at \$101. Luzons have had sales at \$37.

MIXING.—Tonolons have declined to a middle quotation of 88½, owing, no doubt, to a reduced output, which is 22 tons less than in May. Sales of Rauba have been made at \$5.50. Heavwoods have been a quiet market, and close with a nominal quotation of 3/6. Chinese Engineerings are unchanged at 32½ middle, and Pabangs slightly lower at 2/6 middle.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Kowloon Wharves have been a brisk market, and close with buyers at \$97. Hongkong and Whampoa Docks have also been largely dealt in and close at the improved rate of \$80. Amoy Docks remain steady, with buyers at \$85, but no shares coming out. Shanghai Docks at Tls. 60, and Shanghai and Hongkong Wharves at Tls. 113 remain unchanged.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands still continue on the upward grade and close with buyers at \$115½. Kowloon Lands are unchanged with buyers at \$40, and West Points remain firm at \$74½. Humphreys Estates are slightly easier with sellers at \$8. Hongkong Hotels are still in request at \$21 and \$20 for old and new shares.

COTTON MILLS.—Sales have taken place in Hongkongs during the week at \$92, and close with buyers at same figure.

MISCELLANEOUS.—China Providents have been a quiet market round about \$9, and Green Island Cements fairly active between \$7.40 and \$7.75, at which latter price they are wanted. Ices have sellers at \$183, Watsons at \$8, Pulpas at \$20, and Fisheries at \$34. Hongkong Ropes are required for at \$21½, Steam Laundries at \$4, and Weissmann's at the improved rate of \$29. Sales have taken place in Langkats at Tls. 49½ and Tls. 49½, and close with sellers at Tls. 47.

MEMO.—The Star Ferry Co., Ltd.—An extraordinary general meeting will be held on 16th inst., for the purpose of considering the increase of capital from \$300,000 to \$400,000 by the issue of 10,000 new shares of \$10 each, and rights relative to present holders.

LONDON QUOTATIONS to hand this morning by wire from our Agents are as follows (all middle prices):—

Tonah Mines 68/9
Pahang Consolidated 9/8
Ural Caspians 42/5
Malayan Tin 62/6
United Serdangs 8/9
Mexican Eagles 59/6
Rubber Trusts 5/3 premium
Eastern Trusts 14/7
Shell Transports 102/7
Indo-China (Combined) 175/7
Chinese Engineerings 32/6
Hongkong Electric Trams 7/3

THE MAGISTRACY.

Six men were charged with frequenting an opium divan at No. 43, High Street. The first man was fined \$25 or three months' hard labour, and the others \$2 or seven days.

A Chinese was sentenced to twelve months' imprisonment for returning from banishment. Inspector Dymond stated the man had twice been banished—on the last occasion for 20 years.

Sergt. Cashman proceeded against two Chinese for being in unlawful possession of dynamite and detonators. He told the Magistrate (Mr. F. A. Hazeland) that the first defendant bought fish and sold dynamite to the fishermen. Securing fish by means of explosives was becoming very common at Stanley. The first man was fined \$75 or a month's imprisonment, and the second defendant was discharged.

THE RECENT COLLAPSE OF HOUSES.

VERDICT AND RIDERS.

The inquiry into the circumstances surrounding the collapse of Nos. 7 and 9, Upper Station Street, whereby 18 persons lost their lives, was concluded at the Magistrate's Court yesterday before the Coroner, Mr. F. A. Hazeland, and the following jury:—Messrs. J. H. Backhouse (foreman), A. O. Lang, and James Hunter.

William Fincher, a first-class Sanitary Inspector, deposed that he was in charge of No. 7, District, which included Upper Station Street. On the 19th April, witness was house cleansing from Nos. 1 to 23 in the street. On inspecting Nos. 7 and 9 on that date he found in No. 7, ground floor, three cubicles in excess, on the first floor two cubicles in excess. Witness caused a notice to be served on the tenants of each of these floors on the 23rd April to have them removed. On the 16th May the notice was complied with. He also found rat runs on the ground floor of No. 9, and also on the first floor, near the stair landing. He applied for a legal notice calling upon the responsible people to fill up the runs, and the notice was served on Au Yeung Chiu, and was complied with. The Crown Solicitor—I quite see his point. But, Mr. Taylor, you know perfectly well that the Sanitary Department only serve notices on the tenants—There have been occasions when notices have been sent to us direct.

The Foreman—You did not think it necessary to send your architects down in face of that letter?—I thought I would send the contractor up first.

Do the China Provident Company have an overseer to look after their buildings, or do they rely entirely upon their contractor?—If it is serious then we send for our architect, not before.

The Crown Solicitor desired to ask a question arising out of these questions. He asked witness:—The China Provident Company are the owners of a good deal of property, are they not?—I mean they own a good many houses in the Colony?—Quite a fair number.

Do you seriously contend that the Building Authority should look after all your property, and see that your houses are kept in a safe condition?—Well, we have our property inspected from time to time, sometimes by our architects and sometimes—

I mean you don't contend that you should do nothing to look after your property until you hear from the Building Authority?—No.

In answer to further questions, witness said the last time the premises were inspected by the Company's architect was in March last year, for valuation purposes.

The Coroner—Would they report on the condition of the structure?—I believe they reported that the houses were in a fairly good state of repair. I may add it was our intention to get the houses inspected after the present half-year—at the end of June.

We intended that there should be a thorough inspection with a view to general structural repairs.

The Crown Solicitor—When did you last have your structural inspection, by any architects, or overseers, or anybody?—We are merely mortgagees in possession.

I know you are, but you have been so for some years, have you not?—Since 1899. Since 1899 have you ever had any structural inspection of these very houses?—I do not remember.

Do you keep an overseer to inspect your property from a structural point of view?—We do not.

Unless you get notice from the Building Authority or the Sanitary Department you do not think it necessary to have these places inspected at all?—If we get a notice from the tenants, if the repairs are necessary—

I want my question answered—As I said before, our intention was to send a man out in June.

In answer to the Coroner, witness said he discussed the matter two or three days before the collapse with one of his principals, when they decided on the structural inspection at the end of June.

The Crown Solicitor—You did as a matter of fact consider this letter a little more important at this interview than when you were arranging to have a general inspection? I take it that the discussion was in view of this letter?—The letter had nothing to do with it whatever. I was discussing the age of this block, and suggested that as they were very old we might have a general inspection at the end of June.

This letter originally was the cause of the discussion, was it not?—No.

The Coroner—You did not mention the letter?—No.

The Crown Solicitor—You discussed this matter with your principal and you say this letter never entered your head at all?—It might have influenced me.

That is what I mean. And was the discussion confined to this block or to other property as well?—We decided to have the whole of our property inspected.

I hope you have put that matter in hand, have you? (Laughter.)—Yes.

The Coroner questioned witness about the nature of the exaggerated reports, and witness said that frequently when serious complaints were made by the tenants investigation revealed the fact that the damages were very slight—a broken window, or door, or something like that.

The Foreman—Is this contractor paid according to any particular job, or by contract?—He is paid separately.

We should like to know how this amount of \$20 is arrived at—He told me when he reported on the condition of the buildings that that was what it would cost.

Did anybody inspect the works to see if the figure was right or fair?—Well, if there are a few cracks in a building it would amount to something like that.

There are various kinds of cracks. It may have been a very small crack, the repairing of which might only cost 10 cents—This man has worked for us for the last ten years. We have had his prices compared with other tenders, and his has always come out favourably.

Have you any one to see if the work is done after it has been paid for?—We have no overseers. If the work is not done, we generally get another complaint.

The Foreman said he did not know if he could ask for the details as to the loan on this property and the rate of interest.

The Coroner—How does that affect the matter?

The Foreman—I suppose the China Provident Loan and Mortgage Company took over this property because they could not help it. Have they had an offer for this property since? It is presumed they wanted to sell it.

Witness said that during the late boom there were several enquiries. Asked what these offers were and what they paid for the property originally, witness declined to answer.

There is no harm in answering that—I cannot remember the figures at present. I think the figure for the whole block was a lakh of dollars. I cannot remember the exact amount.

The Foreman—Could we know the interest they received on the property?—I would rather not disclose that.

Witness said, in answer to further questions, that the figure offered for the property during the boom was nothing like sufficient for consideration.

The Foreman—Is it possible for us to know how the monthly or yearly rent compares with the original amount of the loan on the property?—It is far below the interest.

Would you rather accept the rent than sell it at the best offer you received during the boom?—The offers were so far below our ideas we would not take them.

Cheng Chuk, the master of the Wing Hop firm, said he remembered being sent for by Messrs. Shewan, Tomes & Company about the 25th or 26th May. A letter was given to witness saying that there were cracks in the party wall at Nos. 7 and 9.

Witness went to the houses the next day, and saw cracks in the wall. "Like those in the wall there," pointing to one of the Court walls. (Laughter.) They were about one-twelfth of an inch wide. They were a little wider than those on the Court wall, and there was no plaster on the party wall. He did not examine the wall properly to see how deep the cracks were. There were five cracks altogether, the widest being a sixth of an inch wide. He charged \$20, but there were other jobs as well covered by that amount.

The Crown Solicitor—In your bill you say, "To repair cracks in the wall, \$20." That seems to be an account for repairing cracked walls only—I also filled in a space close to the wall by the door with bricks.

What did you fill the cracks up with?—With cement and sand.

Witness further said he reported to Messrs. Shewan, Tomes & Company as to the condition of the walls. He told Mr. Murray that the houses were old, and asked him to send an architect and have the house examined.

Patrick Robert Murray, an assistant in the China Provident Loan and Mortgage

Company, said that the last witness told him it would perhaps be advisable to see Mr. Taylor about getting an architect to go and see the house, and witness spoke to Mr. Taylor accordingly the following morning.

The Foreman—We should like to know what Mr. Taylor said—He said, "I will see to it."

The Coroner—Would you like to have Mr. Taylor re-called?

The Foreman—Yes, we should.

Mr. Taylor then again went into the box, and said that the last witness said, "Wing Hop brought his bill in last night to be passed for payment, and in the course of the conversation I had with him I broached the subject of the two houses in Upper Station Street. Wing Hop said that the cracks were not serious. He had repaired them, but as the buildings were very old perhaps it would be advisable in due course to get them inspected by an architect." This was 14 days after the contractor was first instructed to make the necessary repairs, emphasised the witness. The contractor did not go there purposely to make this report, but it came out in the course of a conversation started by the previous witness. Witness did not believe that an architect was necessary at the time because the contractor repeated that the cracks were not serious, and he did not think there was any immediate necessity in view of that, and of the fact that the premises were to be thoroughly examined at the end of June.

The Foreman said it seemed to the jury that if the contractor was sufficiently reliable to decide whether a party wall was strong enough he was reliable enough to decide if an architect was necessary.

At the request of the jury, Dr. Clark, the Medical Officer, was called to give evidence on the question of overcrowding. Comparing the legal figures with those adduced by the principal tenants in evidence, the witness said there were five children in excess on the ground floor of No. 7, three children in excess on the first floor, and one adult and nine children in excess on the second floor. In No. 9 there were ten children and one adult in excess on the ground floor, and eleven children in excess on the first floor.

The Crown Solicitor said they had no accurate figures as to the number of the inhabitants of the second floor.

In answer to the Crown Solicitor, Dr. Clark said that there was a good deal of pressure in Chinese houses in the Colony at the present time.

The Coroner, addressing the jury, said they had to decide whether the death of the deceased was the result of criminal negligence, or the result of an accident.

Mr. Hodgson, in his opening statement, pointed out to them that in face of the evidence that would be adduced there could be no verdict of criminal negligence. If they thought there were any grounds for bringing in such a verdict, he would ask them not to do so until they had heard him on the law. Negligence was not criminal negligence as far as a man was concerned unless it was of so gross a nature as to amount to recklessness.

The Foreman said that as far as criminal negligence was concerned there was no necessity for the Coroner to address them.

The jury retired for about three-quarters of an hour, and returned a verdict of "Death by Misadventure," adding the following riders:—

(1)—We are of the opinion that the Company in possession should have employed an architect or competent European overseer, especially in view of the contractor's suggestion.

(2)—All defects in party walls should be reported by owners to the Buildings Ordinance Office (under penalty for not so doing) within 24 hours after receiving notice.

(3)—We are of opinion that the Buildings Ordinance Office should take steps as soon as possible to thoroughly examine all houses in the Colony known to have been built at such time when sufficient supervision was not given to their construction.

The Coroner said he would undertake that the riders should be forwarded to the proper quarter. In discharging the jury, he said he was very much obliged to them for their attendance.

THE "MARCO POLO" ASHORE.

The Italian man-of-war Marco Polo is reported by incoming river steamers to be ashore below Pantzechi, some twenty-five miles above Wuhu. At 4 a.m. on the 23rd June the C.N.S. "Kunming" was standing by and at anchor. Local assistance has been sought, owing to the vessel being so firmly embedded in the mud that, according to these reports, she may have to be dug out.—N.C. Daily News.

THE COST OF LIVING IN HONGKONG.

The Naval and Military Record's Hongkong correspondent has the following to say regarding the cost of living in the Colony:—

Appropos the increasing cost of living at this port, recent inquiries have elicited the information that charming little houses, unfurnished, and built in European style, can be obtained at the very moderate rent of \$185 a month, exclusive of taxes and water, the total rent being therefore about \$185 a month, which, at the present rate of exchange at 2s. 1d., equals £10 5s. 5d. a month, or £231 5s. a year. These low rentals of course apply to the small property in Kowloon, the Peak district being reserved for "tail-pans" who draw fat salaries. The writer was recently offered a furnished house (5 rooms) on the Peak at a rental of \$330 per month, or in sterling £24 7s. 6d. per month.

There is a glimmer of consolation, however, in knowing that, should the cost of living increase much more, one can adjourn to a "sampan," where the expense would be infinitely smaller than in a house on shore! Proceeding to his craft immediately after work, one could go "where he listeth." Of course, the postman would have a little difficulty in delivering his missives to the pseudo "waterman," but, on the other hand, the inconsiderate and insistent shroffs who appear with their little packets of "chits" at inconvenient moments could easily be eluded. So there is much to be said in favour of living on a sampan, and the suggestion is heartily commended to those who are struggling to exist (save the mark) at the present time on a Treasury dollar of 2s. 1d.

THE MANILA HEMP TRADE.

Renewed activity in the hemp market is probable at an early date, according to the tenor of a cablegram received by Governor General Forbes last week, in response to a cable inquiry sent June 21 to the Bureau of Insular Affairs requesting information on the market situation.

"New York brokers advise" states the cablegram, "that during the last six months manufacturers in the United States and in the United Kingdom have been consuming large supplies of hemp laid in last year and on account of high price have been unwilling to purchase except to meet their urgent requirements. It is believed that supplies are now practically exhausted and renewed activity in the market probable at an early date."

A representative of a prominent hemp exporting concern was interviewed last week, and while apparently gratified to know that the insular government is interested in the line, yet he could see nothing especially significant in the cablegram "from a merchant's standpoint, as we receive daily market reports. The matter resolves itself simply into a question of supply and demand," he said.

"Last year the production was the largest known," he continued, "and buyers in the United States and Europe, buoyed by the effects of the drought, bought largely. The total deliveries to the U.S. manufacturers during 1912 was 668,700 bales, an average of 54,725 bales monthly. It is difficult to tell how much of this was actually consumed during the year and how much went into stock. Deliveries to the United Kingdom in 1912 were 694,000 bales, a monthly average of 57,833. Deliveries to the United States from January to May, 1913, were 201,700 bales, and deliveries to the United Kingdom and continent for the same period were 215,500 bales."

Last year in spite of record receipts of hemp prices went soaring, and there is no doubt that the present slump is on account of prices having been forced too high. The whole situation conforms itself to supply and demand, and if manufacturers need the hemp they will have to pay the price.—Manila Bulletin.

NO CURE, NO PAY.

STRANGE CUSTOMS OF THE SIAMESE DOCTORS.

Dr. Charles S. Braddeek, who has just returned home from a lengthened sojourn in Siam, has some quaint stories to relate of the medical customs in that country, which he has been relating at lectures to medical students at Home. A medical man in Siam is known as a "Moh," but he has not the professional knowledge of his British confrere. The Moh knows nothing of the circulation of the blood, of physiology or chemistry, but ascribes all disease to an excess of one of the four elements—earth, wind, fire and water—of which, he says, the body is composed. The body is divided into thirty-two parts, and is subject to ninety-six diseases. Too much fire causes fever, too much water causes dropsy.

When a Moh is summoned to a house to attend a case of illness, he brings his portable dispensary along with him, together with his sleeping mat, and he remains in the house of the patient until he recovers or dies, and the condition cure, no pay" prevails, and the condition of the patient can always be ascertained, without mind of the doctor, for if the frame appears cheerful, the patient is in the high road to recovery, and the Moh is looking forward to the receipt of a handsome fee. If hopes of the patient's recovery have been abandoned, he is correspondingly gloomy and dull.

In the home of every Siamese doctor is an image of the founder of the medical profession in Siam, said to have been contemporaneous with Buddha, and in the stretched palm is placed the most sacred relic, to receive the patient's blessing before it is given to the patient. The herbs are then pounded in a large mortar, mixed with large quantities of water, and administered in big doses to the patient.

Dr. Braddeek says:—"I have seen a poor sick man lying on his back with twelve jars of medicine arranged by the doctor around his bed, each jar holding about one gallon. He had taken one gallon of the lot."

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WANTED.

BOOKKEEPER (German), with fair knowledge of the English Language, at present under employment in a S. uth China Port, wants to change position.

Offers invited under— Box 4,
(Care of "Daily Press") Office,
Hongkong, 5th July, 1913. [853]

FROM EUROPE.

THE H.A.L. Steamship

"PREUSSSEN,"
Captain Buhle, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their disposal in the Godowns and Kowloon Wharves and Godown Company, Limited, where delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on under-notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 10th inst., at 9.30 a.m.

No P.R. Insurance will be effected by us in any case where over.

This steamer brings on Cargo:
Ex "a." "Corinthos" from Athens.
Ex "a." "Kong Sigard" from Sarpsborg.
Ex "a." "Kong Sigard" from Helsingfors.
Ex "a." "a." from Drammen.

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 4th July, 1913. [852]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:
Far Eastern News.
Leading Articles:
The China Year Book.
Railway Building in China.
The Salt Gabelle.
The Balkan Cockpit.
The Suffragette Movement in China.
The Magistrate.
The Issue of Chinese Bonds.
A Well Paid Expert.
Sanitary Board.
Hongkong Stock Exchange.
Telegrams.
Lawn Bowls Championships.
The Chinese Republic and Tibet.
A Bomb Factory at Taihokau.
Correspondence:
"Have Another."
A Street Nuisance.
Chinese Y.M.C.A. Student Hostel.
Reductions in Telegraph Rates.
Shakespearean Recital.
The "Nippon" Reheated.
Supreme Court.
The Sotte Extradition Case.
Railways in Yunnan.
The Recent Collapse of Houses.
Sir Robert Bredon on British Policy in China.
Austrian Lloyd Steamship Co.
China and Aviation.
Chinese Republican "Reforms."
A New Loan Reported.
Spanning the Pacific by Wireless.
China's Budget for the Half-Year.
The German Asiatic Bank.
A New Dockyard for Japan.
The Peking Plot.
Sunday Labour on Ships.
Shipping Notes.
Motor Launches on the West River.
Chinese Aviation School.
The Hongkong and Shanghai Bank.
Banque de l'Indo-Chine.
Commercial.
Shipping.

Extra copies 30 cents each. Cash.
Copies can be posted from this Office to addresses sent; including postage, 34 cents each.
\$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage \$2.
Hongkong, July 5th, 1913.

FOR SALE.

AUXETOPHONE by the GRAMOPHON CO. of America, Limited, complete with 10 Records of which 50 are practically new. This Gramophone Works by an Electric Motor. It was bought in May, 1911, and is in good condition. Originally cost £100.

Apply to—
ADJUTANT,
126th, Peshawar Infantry, Kowloon
Kowloon, 26th April, 1913. [613]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter-work, including transshipments in the Harbour, delivery to any water frontage in the Colony and conveyance to Canton and W. at River ports. Small quantities handled and specially low rates quoted for large quantities.

INTIMATIONS.

IN THE SUPREME COURT OF HONGKONG.
PROBATE JURISDICTION.

IN THE GOODS OF WONG TSUK LAM
alias WONG SHEUNG TAK, late
of Victoria, in the Colony of Hong-
kong, Gentleman, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 53 of Ordinance No. 2 of 1897, made an Order limiting the time for sending in Claims against the Estate of the above-named deceased to the 14th day of July, 1913.

Creditors and others are hereby required to send in their Claims to the Undersigned by that date.

Dated the 27th day of June, 1913.
GEO. K. HALL BRUTTON,
York Building, Chater Road,
Hongkong.
Solicitor for the Administratrix of the Estate of the above-named deceased. [845]

THE "STAR" FERRY COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the "STAR" FERRY CO., LTD. will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., Pedley Street, Hongkong, on WEDNESDAY, 16th JULY, 1913, at 12.30 o'clock in the afternoon, when the following Resolutions will be proposed:

1. That the Capital of the Company be increased from £300,000 to £400,000 by the creation of 10,000 new Shares of £10 each.
2. That the Directors be and they are hereby authorised to distribute £100,000 from the Reserve Fund amongst the persons who are Registered as Shareholders of the Company on such date as the Directors may decide by way of bonus in proportion to the number of shares held by them on such last mentioned date and that such bonus be payable on such date as the Directors may appoint.
3. That the Directors may be authorised to offer at par to every person Registered as a Shareholder on such date as the Directors may decide one new Share of the Company for every complete three old Shares held by him on which all calls have been paid such new Share being (subject to the above condition as to fractions) equal in nominal amount to the bonus payable to him for every complete three old Shares held by him under the last preceding clause and that the nominal amount of such new Share be paid to the Company on or before such date as the Directors shall appoint such new Share to participate in the First Dividend Declared after the issue thereof pari-passu with the existing Shares.
4. That the offer of the new Shares as referred to in Resolution (3) must be accepted on or before such date as the Directors shall appoint.
5. That the Shareholder shall be entitled to an offer of any fraction of a new Share in respect of an odd share held by him.
6. That the Directors be authorised to dispose of any new shares offered to a shareholder and declined or not accepted within such terms and conditions and at such times as the Directors may appoint and to such persons upon such terms and conditions and at such times as the Directors think fit.

By Order,
W. S. BROWN,
Acting Secretary.
Hongkong, 1st July, 1913. [843]

WANTED.

COMPETENT CHINESE TYPIST.
Good Handwriting and thorough knowledge of English indispensable.
Apply by letter to—
MANAGER,
"HONGKONG DAILY PRESS" Office.
Hongkong, 16th June, 1913. [762]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England or for Commercial Life in the East. N. W. School House by the sea. Recreations: Sea-skiing, Boating, Cricket, Football, etc.

For terms apply to the Headmaster,
HERBERT L. BEER, L.C.P.
1085

RUDOLF WOLFF & KEW.

METAL MERCHANTS.
1st FLOOR, 14, DES VOUX ROAD
CENTRAL.
Hongkong, 1st July, 1913. [838]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Under taken by Competent and Reliable Note Takers.
Correspondence and Tabulated Work turned out with Accuracy and despatch.
Contracts arranged. Secretarial duties undertaken.

H. F. VICTOR,
Manager,
10, Queen's Road Central,
(First Floor).
Telephone No. 650.
Hongkong, 1st June, 1913. [772]

INTIMATIONS.

LANE, CRAWFORD & Co.
FURNISHING DEPARTMENT.

TELEPHONE 97

NOW SHOWING

NEW DESIGNS

IN

BABY CARRIAGES
HIGH-CLASS COACH FINISH
IN EFFECTIVE COLOURS.
MODERATE PRICES.
INSPECTION INVITED.

LANE, CRAWFORD & Co.

YOST TYPEWRITERS
LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.
The same Model with French Key Board, also Brief Model for Lawyers and Accountants.
Special Monthly Terms if desired.

MacEWEN, FRICKEL & Co.,
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.
4, DES VOUX ROAD, HONGKONG. SHAMSEEN, CANTON. [392-1]

NOTICES OF FIRMS

NOTICE.

VACUUM OIL COMPANY.
MR. LLOYD H. GEARE has This Day been given a General Power of Attorney by me, and will look after the interests of the VACUUM OIL COMPANY during my absence.
W. A. DOWLEY,
General Manager.
Hongkong, 2nd July, 1913. [846]

NOTICE.

THE Undersigned beg to inform the Public that MR. T. K. PONG has been appointed MANAGER to the SZE YAP S.S. Co., Ltd., to succeed Messrs. No TUNG KAI and CHU YUN CHI, who had CEASED to Sign for the Company from the 1st June, 1913, and the said Mr. T. K. PONG is hereby authorized to Sign as Manager for the Company.

By Command,
Board of Directors,
THE SZE YAP S.S. Co., Ltd.
Hongkong, 30th June, 1913. [837]

MASSAGE.

SKILLFUL Safety in the General or Electric.
Miss MORITA,
Care of NORMA HOTEL,
15, 16 and 17, Connaught Road
Opposite Blake Pier.
Hongkong, 8th May, 1913. [652]

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 30 years.
From 1874 to 1909.
Price \$2 Cash.

On Sale at the DAILY PRESS Office or Local Bookellers.

CHEESE

We beg to inform our Customers that we have received a New Shipment of our well-known CANADIAN STILTON CHEESE.

THE DAISY FARM CO., LTD.

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.
STYLISH BATHING DRESSES and CAPS.
FINEST VOILES, STRIPED, FLOWERS and FANCY.
FINEST MUSLINS, PLAIN and DOTTED.
EMBROIDERED MATERIALS, &c., &c.
You will find Our Range Incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co.,
10, D'AGUIAR STREET,
HONGKONG.
Hongkong, 26th June, 1913. [145]

ON SALE.

HONGKONG HANSARD REPORT OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1912.

REVISED BY NEW MEMBERS.
PRICE ——— \$5.

DAILY PRESS OFFICE.
Hongkong, 15th June, 1913.

INTIMATIONS.

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.
6% FIRST MORTGAGE DEBENTURES (RAILWAY BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st July, 1913, will be made on presentation of COUPON No. 2 at any of the undermentioned Banks, viz.:

HONGKONG & SHANGHAI BANKING CORPORATION, CHARTERED BANK OF INDIA, AUSTRALIA & CHINA, RUBIO-ASIATIC BANK, YOKOHAMA SPECIE BANK, LIMITED, DEUTSCHE ASIATISCHE BANK & HAQUEBELG FOUR L'ETRANGER,	AT TIENTSIN, HONGKONG OR SHANGHAI.
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The interest, less Income Tax at 1s. 2d. in the £, will be:

On £20 Bonds.	£ s. d.
Per Coupon (Gross)	0 13 0
Less Tax at 1/2d. in the £0	0 8 4
Net amount payable...	0 11 36

On £100 Bonds.	£ s. d.
Per Coupon (Gross)	6 0 0
Less Tax at 1/2d. in the £0	3 6
Net amount payable...	2 16 6

On £500 Bonds.	£ s. d.
Per Coupon (Gross)	15 0 0
Less Tax at 1/2d. in the £0	17 6
Net amount payable...	14 2 6

Payment will be made in Tails at the Demand, Bying Rate of Exchange of the day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
W. S. NATHAN,
General Manager.
Hongkong, 1st July, 1913. [839]

GRACA & CO.

Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS TOYS, &c.
Just Received

FRESH SUPPLY OF
VEGETABLE SEEDS.
[842]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Interest on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager.
Hongkong, 1st July, 1913. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID UP CAPITAL	£1,200,000
RESERVE FUND	£1,700,000
PROFITABLES	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [133]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS ... \$7,000,000
equal £1,400,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 2nd November, 1912. [220]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	£15,000,000
RESERVE FUNDS	£1,500,000
STRAILING	£1,500,000
SILVER	£1,500,000

RESERVE LIABILITY OF PROPRIETORS	£15,000,000
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COURT OF DIRECTORS:
S. H. DODWELL, Esq., Chairman.
Hon. Mr. D. L. DODWELL, Deputy Chairman.
G. Friedman, Esq.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
G. R. Laurens, Esq.
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STARR.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STARR,
Chief Manager.
Hongkong, 6th May, 1913. [110]

YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL	Yen 48,000,000
PAID-UP CAPITAL	Yen 30,000,000
RESERVE FUND	Yen 18,000,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, Lyons, Manchu, Peking, Shanghai, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

SHIHO ONO,
Manager.
Hongkong, 31st March, 1913. [44]

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital	Yen 10,000,000
Capital Subscribed (paid up)	Yen 6,250,000
Reserve Fund	Yen 2,620,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, Lyons, Manchu, Peking, Shanghai, Tientsin, Yokohama.

HONGKONG OFFICE,
3, DES VOUX ROAD.
Interest allowed on Current Accounts.
Deposits received on terms which may be ascertained on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [636]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL	£1,500,000
SUBSCRIBED	£1,250,000
PAID UP	£1,250,000
RESERVE FUND	£1,250,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Lyons, Manchu, Peking, Shanghai, Tientsin, Yokohama.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

NEDERLANDSCH-INDISCHE HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.
Authorized Capital Fl. 15,000,000 (€1,500,000)
Paid up Capital Fl. 14,900,000 (€1,490,000)
Reserve Fund Fl. 5,022,161.27 (€502,216.27)

HEAD OFFICE: AMSTERDAM
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS & WATSON BANK.
SWISS BANK CORP.

BRANCHES AND AGENTS all over the world.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No 8, Des Voux Road Central,
Hongkong, 23rd April, 1913. [21]

610	from CANTON to WUCHOW. Hongkong, 5th April, 1913.	THE HONGKONG LAND INVESTMENT AND AGENCY Co., Hongkong, 1st July, 1913.
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A Celebrated Violinist



Nervous Fatigue, Languor—

Miss Sybil Keymer, "Riverside," Albany Rd., Leighton Buzzard, Eng., writes: "I think I should inform you that I have recently derived very great benefit from the use of Phosferine. In the course of my profession I have to travel a good deal in getting to my various concerts, and I find that since using Phosferine I am never troubled with the headaches and listlessness which follow a long railway journey, particularly during hot weather. This is of very great importance to me, as frequently only a very little time elapses between reaching my destination and the commencement of a concert, and it is such a relief to feel fresh and ready for playing in public undisturbed by the fatigues of long travelling. It is because I feel that Phosferine enables me to do myself justice as a violinist, preventing any of the unsteadiness of the muscle nerves, which is so harmful to tone and quality, that I confidently commend the tonic to every opportunity."—July 11, 1912.

Promptly Remedied.

Miss Sybil Keymer, "Riverside," Albany Rd., Leighton Buzzard, Eng., writes: "I think I should inform you that I have recently derived very great benefit from the use of Phosferine. In the course of my profession I have to travel a good deal in getting to my various concerts, and I find that since using Phosferine I am never troubled with the headaches and listlessness which follow a long railway journey, particularly during hot weather. This is of very great importance to me, as frequently only a very little time elapses between reaching my destination and the commencement of a concert, and it is such a relief to feel fresh and ready for playing in public undisturbed by the fatigues of long travelling. It is because I feel that Phosferine enables me to do myself justice as a violinist, preventing any of the unsteadiness of the muscle nerves, which is so harmful to tone and quality, that I confidently commend the tonic to every opportunity."—July 11, 1912.

PHOSFERINE
GREATEST OF ALL TONICS

A PROVEN REMEDY FOR
 Neuritis, Maternity Weakness, Lassitude, Backache, Influenza, Premature Decay, Neuritis, Rheumatism, Indigestion, Mental Exhaustion, Headache, Hysteria, Neuralgia, Sleeplessness, Brain Fog.

And all disorders consequent upon a reduced state of the nervous system.

The Royal Tonic

Phosferine has been supplied by Royal Commands

To the British Royal Family, H.M. the Queen of Spain, H.M. the Dowager Empress of Russia, H.M. the Grand Duchess of Saxe, H.M. the Grand Duchess of Hesse, H.M. the Queen of Romania, and the Principal Royal and Aristocratic throughout the world.

The 20 cts. contains nearly four times the 1/4 cts. size.

PROPRIETORS—ASHTON & PARSONS, LTD., LONDON, ENGLAND.

THE "IMPERATOR"

DESCRIPTION OF THE NEW GERMAN LINER.

On the 12th ult. *The Times* published the following:—
 To-day the *Imperator*, the gigantic new Hamburg-American liner, will arrive in the Solent on her maiden trip to New York. She left Cuxhaven yesterday afternoon. It has been decided to embark passengers by tender off the Isle of Wight, so as to avoid the tortuous bit of navigation at the entrance of Southampton Water and the inevitable delay in getting a ship of her size alongside the quay. The company has stationed at Southampton a tender specially designed to provide for the comfort and convenience of passengers.

There has been delay in the appearance of the *Imperator*, and there have been rumours of difficulties with the turbines and minor troubles, but all these must now be past. Externally she does not look much bigger than the next largest ship, the *Olympic*, though her deck structures rise somewhat higher. On the other hand, she possesses only three funnels, whereas the *White Star* ship and the big *Cunard* liners all have four. There is also the unusual feature of a figurehead, the *German Eagle*, at the stem, which, however, is not so large as the early illustrations of the ship suggested. But, unimportant details apart, the *Imperator* marks an important stage in German shipbuilding skill and enterprise. In 1886 the builders who have constructed this new leviathan, 918 ft. in length and of 50,000 tons measurement, regarded it as something of an achievement to have a steamship measuring 4,000 tons. These steamers were entrusted to German shipbuilders only because Prince Bismarck included in the mail contract the stipulation that the vessels performing the service must be built in Germany.

A COMMERCIAL INVESTMENT.

The *Imperator* as a commercial investment cannot strictly be taken alone, but must be considered with two other ships of even slightly greater tonnage which are to follow. It is true that the fact of there being three instead of one makes the venture more daring, but still the general conditions are much the same. In the case of all new ships, fanciful reports have been in circulation as to the speed of the *Imperator*, but it is generally understood that she reached 22½ knots on trial, so that her sea speed may be put at about 21. Thus it will be seen that there is no attempt to compete with the *Maurauder*'s 25 knots, and accordingly speed is not held out as the attraction to secure passengers. The *Imperator* relies on her size and luxurious appointments, and in regard to the latter money has certainly been spent with a free hand and with striking results. But, except perhaps on one trip in each direction in the height of the respective seasons, even new and splendid New York liners do not run with a full complement of passengers at full rates. If they did, the *Imperator* would be indeed a magnificent investment, and the total revenue from passage money, mails, and freight would show an astonishing total. Calculated on the basis of past experience, the result still seems very satisfactory. If we put the highest gross earnings at a voyage at £70,000 and the lowest at £30,000, and the cost of running at £32,000, the resulting margin yields a handsome return on the capital. Even if we take the net earnings at only £28,000 per voyage during the season and £10,000 during the non-season, we obtain an average of £17,000 per voyage; and this, with a three-weekly itinerary and the allowance of a month for the annual overhaul, gives a margin of over a quarter of a million to meet, say, interest on capital at 5 per cent., £75,000; depreciation at 4 per cent., £28,000; annual overhaul, £30,000; and administration charges. Much, however, depends on the public reception of the ship; for there is all the difference in the world between a vessel that becomes a popular favourite with the Transatlantic public and one that, for some reason or other, does not "catch on."

COMFORT AND SAFETY FOR PASSENGERS.

As to the passenger accommodation, what strikes the visitor most is the immense size of the public apartments and the almost extravagant luxury of the fittings and appointments. In criticizing the disposition of the public apartments it is necessary to bear in mind that in the case of these very big ships the dining saloon has degenerated into a mere eating room and can without injury be placed on a lower deck where space is of comparatively small value, and also that the smoke-room has lost its great importance. The latter, like the ladies' room, is the resort of extremists, men who wish to get away from the ladies, as the members of the opposite sex go to the ladies' room when they want to be entirely free from tobacco smoke. The popular resort is the lounge, and hence the space and favourable position allotted to it on the topmost deck but one. In some of the illustrations this apartment is shown cleared of furniture and described as the ball-room. A great feature is made of the swimming bath and the other kinds of baths adjoining it. There are also 113 state-rooms provided with private bath-rooms. It would require too much space to attempt to describe in detail the public rooms, which include two new and more or less recognized restaurants, to which in the case of the *Imperator* must be added a separate grill-room and a private dining-room for parties, and two state-rooms, which range from the imperial suites, for which the price of £201 is asked, to the minimum price of some £26 per berth.

The *Imperator* is of course fitted with every recent invention to secure safety, and her bulkheads, the openings in which are protected by doors operated by two Staines-Lloyd hydraulic systems, have been submitted to special trials to test their capability of resisting water pressure. It is interesting to note in this connection that the vessel is not fitted with huge keels, though she has a frame anti-flooding tanks. The construction of the *Imperator*'s two sister-ships, it is understood, is being delayed in order that they may be provided with the Rottinger transfer system, by which the power of the steam turbines is transmitted to the propeller shafts by water power.

THE FAITH OF WOMAN.

TREASURE IN COCOS ISLAND.

The fourth English company that has attempted to recover the Cocos Island treasure within the past seven years has returned to Panama unsuccessful, and its ship is for sale.

A correspondent of *The Times* writes: In a letter written two years ago your correspondent gave an outline of the Cocos Island treasure story, and told of the failure of two expeditions by Lord Fitzwilliam and one by two English women to recover the treasure. The occasion for the article was the return to Panama of the last-named expedition, undertaken by the women and a few men employees for the purpose of obtaining money with which to start a home for foundlings in London.

These women believed that they had found the spot where the treasure, stolen from Vera Cruz, Mexico, in 1821, by the Spanish pirate Benito Bonito, was hidden, but their supplies and funds gave out before they could complete the necessary excavation. They returned to London, and there interested a number of English business men, among them, and at the head of the project, Mr. E. C. Evelyn Mills, a hardware merchant. So sure were they, and so truly did they convince the business men, that a company was formed with enough funds to start a ship of 500 tons to continue the search. The women refused to accept money for their clue to the treasure, merely asking to be taken along on the expedition and given a share of the treasure.

The ship was supplied with provisions for a six months' voyage, and great steel boxes with special locks were built into the hull for the safe storage of the treasure. Some months ago the ship sailed and, going around South America, reached Cocos Island. Five months later it came into the Pacific entrance of the Panama Canal, and the owners offered it for sale. The search had been a failure.

Mr. Mills is no longer a believer in the clue and the story of the pirate's treasure. But he says that, even if he were, he would not advise any one to invest the money necessary to recover it. Since the treasure was buried in the cave in the cliff along the front of the island, and these have completely covered the spot to which the magnetic bearings specified in the clue point. Granting that one could locate exactly the spot intended by the clue, there would be months of digging before the cave could be uncovered, and then it might turn out that the clue or its application was wrong, or that the pirates actually hid the treasure at some nearby spot instead of at the point where the meridian and parallel cross.

The women who persuaded Mr. Mills and his fellow capitalists to engage in the expedition do not feel as he does. They are sure that only a little more work and money are required to uncover the treasure cave. They are returning to London intent upon organizing another company for the purpose of continuing the search.

SUFFERERS FROM
SKIN & BLOOD
DISEASES

such as ECZEMA, SCROFULA, BAD LEGS, ABSCESSES, ULCERS, GLANDULAR SWELLINGS, BOILS, PIMPLES, ERYTEMAS, PILES, BLOOD POISON, RHEUMATISM, GOUT, &c., should at once realize that outward application, such as lotions, ointments, so-called balms, &c., though they may give relief for the time being, DO NOT CURE. The trouble lies deeper—in the blood. These complaints are the result of clogging impurities in the blood—and so

CAN BE CURED
ONLY BY PURIFYING THE BLOOD.

For cleansing the blood of all impurities, from whatever cause arising, there is no other medicine just as good as Clarke's Blood Mixture—that's why in thousands of cases of skin and blood diseases it has effected truly remarkable cures where all other treatments have failed.

The Editor of the "FAMILY DOCTOR," London's popular medical weekly, writes: "We have seen hosts of letters bearing testimony to the truly wonderful cures by Clarke's Blood Mixture. It is the first Blood Purifier that Science and Medical Skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and the public generally."

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Vendors throughout the World.

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By virtue of its body-building
 power fortifies the system
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Better make certain of securing whisky
 of absolute reliability by specifying

JOHNNIE
WALKER

than run the risk of getting immature spirit by
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The perfect maturity of every single bottle of
 "Johnnie Walker" is positively ensured by the
 largest ageing reserve of pure malt Scotch whisky
 in the trade—never less than three-and-a-half
 million gallons.



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 Red Label. Over 10 years old.
 "JOHNNIE WALKER"
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 KAMP & CO., Glasgow.
 HERRIN COOPER & CO., Dundee.
 THE HANNOVER DISPENSARY CO., Ltd., London.
 SIMMONS & CO., Canton and Hong Kong.

JOHN WALKER & SONS, LTD.,
 SCOTCH WHISKY DISTILLERS,
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 Langdon, Abergystwyth, Towy, Farnmouth,
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On the Day Preceding the Departure of the
 English Mails from the Year of the Chinese
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RATES FOR SOVEREIGNS, GOLD
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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	AMAZON	On 14th July, at 6 A.M.
MARSEILLES VIA PORTS	ATLANTIQUE	On 15th July, at 1 P.M.
TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.		
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours. Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.		
For further particulars apply to S. C. DE BUSSIERRE, ACTING AGENT, QUEEN'S BUILDING		

THE BANK LINE, LIMITED.

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TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
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VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG: 2nd August. Connecting with "MIRAMICHI" 16th August.

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Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
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EASTWARD.

S.S. "AREATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 8th July.
S.S. "JAPAN," 6,013 tons, Captain C. P. Soden, will be despatched to KOBE & MOJI, (Yokohama if sufficient inducement offers) on 12th July.

WESTWARD.

S.S. "DILWARA," 5,228 tons, Captain G. N. Ramage, B.N.E., will be despatched for SINGAPORE, PENANG and CALCUTTA on 5th July, at 3 P.M.
S.S. "JELUNGA," 5,205 tons, Captain J. R. O. Sullivan, will be despatched as above on 26th July.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
HONGKONG, 4th July, 1913.

"THE BIG 4" of the

PACIFIC MAIL S.S. CO.

	COMFORT.	From HONGKONG calling at
MONGOLIA	27,000 tons, twin screws	SHANGHAI, NAGASAKI,
MANCHURIA	27,000 tons, twin screws	KOBE (via Inland Sea),
KOREA	18,000 tons, twin screws	YOKOHAMA and HONO-
SIBERIA	18,000 tons, twin screws	LULU (the Paradise of the
NILE	11,000 tons	Pacific) through Service via
CHINA	10,200 tons	NEW YORK to Europe.
PERSIA	9,000 tons	

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular and Civil Service, on application.

STEAMERS	Tons	Starting
SIBERIA	18,000	FRIDAY, 18th July, at 1 P.M.
CHINA	10,200	TUESDAY, 26th July, at 3 P.M.
MANCHURIA	27,000	TUESDAY, 5th Aug., at 1 P.M.
NILE	11,000	SATURDAY, 16th Aug., at 3 P.M.
MONGOLIA	27,000	SATURDAY, 23rd Aug., at 1 P.M.
PERSIA	9,000	SATURDAY, 13th Sept., at Noon.
KOREA	18,000	SATURDAY, 20th Sept., at 1 P.M.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 P.M.

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between HONGKONG and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Arrive Hongkong.
29th July	CHINA	31st July	ORINA	21st July
16th Aug.	NILE	18th Aug.	MANCHURIA	27th July
13th Sept.	CHINA	15th Sept.	NILE	8th Aug.
14th Oct.	CHINA	16th Oct.	MONGOLIA	16th Aug.
28th Oct.	NILE	30th Oct.	PERSIA	4th Sept.

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King's Building (opposite Blake Pier).
O. H. RITTER, Acting Agent.
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HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.	CANTON TO HONGKONG.
SATURDAY, 5th JULY, 1913.	SATURDAY, 5th JULY, 1913.
8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "HEUNGSHAN."	5 p.m. "KINSHAN."
SUNDAY, 6th JULY, 1913.	SUNDAY, 6th JULY, 1913.
10 p.m. "FATSHAN."	4 p.m. "HONAM."

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776. Night steamers Call No. 775.

HONGKONG-MACAO LINE.
S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.
SUNDAY, 6th JULY, 1913.
The Company's Steamship "SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOISANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 568 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.



SAN FRANCISCO

'SCENIC ROUTE'

TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU... 22,000 tons.
S.S. CHYO MARU... 22,000 tons.
S.S. SHINYO MARU... 22,000 tons.

AND
S.S. NIPPON MARU... 11,000 tons (INTERMEDIATE).
S.S. HONGKONG MARU... 11,000 tons (INTERMEDIATE).

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 525.

The T.K.K. line connects at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourists' Sleepers.
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New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.
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GENERAL ORIENTAL AGENT,

75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. 157

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY EAST SERVICE TO TRIESTE (VENICE).
Via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "KOEKOE," 9,900 tons, will leave as above on 15th July, at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers; no surtax, no tips, no inside Cabins.
Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £30 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) via STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ and PORT SAID.
S.S. "E. F. FEILHARDT," 12,000 tons, will leave as above about 31st July.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £3.15, II £2.15, III £1.15.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bern, Basel, Calais or Boulogne, Class I £3.15, II £2.15, III £1.15.
BY BERNESE EXPRESS:
Via Vienna, Cologne, Brussels, Dover, Class I £2.11, II £1.11, III £0.11.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.15, II £4.15, III £2.15.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st August, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOBE via SHANGHAI, YOKOHAMA.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 31st July.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,
Hongkong, 3rd July, 1913.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

DISTINCTION	STEAMERS	TONS	DATE OF SAILINGS
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For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MALWA	Aug. 31	Sept. 6
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20
ARCADIA	August 30	MACEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOULTAN	Oct. 25	Oct. 31
CHINA	October 11	MOREA	Nov. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £110 SINGLE, £206.14 RETURN.
2nd SALOON £48 SINGLE, £96.12 RETURN.
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS	Leave	Due	Due
HONGKONG	MARSEILLES	LONDON	
About	About	About	
SUNDA	July 9	Aug. 15	Aug. 24
SARDINIA	July 23	Aug. 29	Sept. 7
SEILA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 26	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NOBE	October 1	November 5	Nov. 16
NILE	October 15	November 19	Nov. 29
SYRIA	October 29	December 3	Dec. 11
SUMATRA	November 12	December 16	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £55.0 SINGLE, £110.0 RETURN.
2nd SALOON £27.5 SINGLE, £55.0 RETURN.

All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DISTINCTIONS	STEAMERS	TONS	SAILING DATES
AND DISPLACEMENT			
MARSEILLES, LONDON and ANTWERP, via SINGA.	KAGA MARU	12,500	WEDNESDAY, 16th July, at 4 P.M.
FORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU	16,000	WEDNESDAY, 30th July, at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	YOKOHAMA MARU	12,500	TUESDAY, 15th July, at 4 P.M.
	SANUKI MARU	12,500	TUESDAY, 29th July, at 4 P.M.
	INABA MARU	12,500	WEDNESDAY, 30th July, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,600	WEDNESDAY, 27th Aug., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	HAKATA MARU	12,500	SATURDAY, 12th July.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU	12,500	MONDAY, 7th July.
KOBE and YOKOHAMA	MIYASAKI MARU	16,000	THURSDAY, 17th July, at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	KANAGAWA MARU	12,500	MONDAY, 7th July.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	9,600	WEDNESDAY, 30th July, at 11 A.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SHINYO MARU	12,500	WEDNESDAY, 16th July.

Fitted with New System of Wireless Telegraphy.

REDUCED SUMMER RATES

BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
	Return.	Return.	Return.	Return.
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

(11-12-13)

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

TO SAIL	REMARKS
LONDON VIA USUAL PORTS DEVENHA	Noon, 5th July. See Special
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	About 9th July. Freight and Passage.
SHANGHAI, MOJI, KOBE, NAGASAKI, YOKOHAMA	About 12th July. Freight and Passage.
SHANGHAI	About 17th July. Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to E. A. HEWETT, Superintendent.

Hongkong, 3rd July, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	TO SAIL	REMARKS
WEIHAIWEI, CHEFOO & CHIAOWANTAO	On 5th July, 5 P.M.	
SHANGHAI	On 5th July, 11 P.M.	
SHANGHAI, CEBU and LOILO	On 8th July, 4 P.M.	
SHANGHAI	On 10th July, 4 P.M.	
SHANGHAI	On 12th July, 11 P.M.	
WEIHAIWEI & TIENSIN	On 15th July, Noon.	

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUL".

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$15.....RETURN \$75.
BUTTERFIELD & SWIRE, AGENTS

For Freight or Passage apply to—TELEPHONE 36. Hongkong, 4th July, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	On 25th July.	On 18th July, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. PREUSSEN	5th July.
S.S. SILEZIA	20th July.
S.S. BRISGAVIA	24th July.
S.S. BELGAVIA	30th July.
S.S. SCANDIA	14th Aug.
S.S. SENEGAMBIA	26th Aug.
S.S. UCKERMARKE	28th Aug.
S.S. LIBERIA	11th Sept.
S.S. ARABIA	23rd Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Roach	TUESDAY, 8th July, at 11 A.M.
"HAIYANG"	Capt. A. E. Rodgers	FRIDAY, 11th July, at 11 A.M.
"HAIHING"	Capt. W. C. Parnham	TUESDAY, 15th July, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	SUNDAY, 6th July, at 10 A.M.
		(SUNDAY, 9th July, at 11 A.M.)

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier). During the Months of June and August FIRST CLASS RETURN FARES to FOCHOW will be subject to a Reduction of 20% on the full Fare.

For Freight and Passage, apply to—DOUGLAS, LAPRAIR & Co., GENERAL MANAGERS.

Hongkong, 5th July, 1913.

TOYO KISEN KAISHA. IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES. SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
SHINYO MARU	W. C. T. Filmer	SATURDAY, 12th July, Noon.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	T. Sagar	FRIDAY, 19th Sept., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on SATURDAY, the 12th July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUYO MARU and KIYO MARU
Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	DATE OF SAILING
KIYO MARU	TUESDAY, 5th Aug., at Noon.
BUYO MARU	SATURDAY, 4th Oct., at Noon.
ANYO MARU	WEDNESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS

TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the

CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT, King's Building (Opposite Blake Pier).



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
HUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 5th July, 4 P.M.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Iloilo and Cebu	On 16th July, 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 9th June, 1913. PHILIPPINES S.S. CO. (10)

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer

Captain

Leaving

"SEATTLE MARU" ... THURSDAY, 10th July, at 1 P.M.

"MEXICO MARU" ... WEDNESDAY, 23rd July, at 1 P.M.

"CHICAGO MARU" ... THURSDAY, 7th Aug., at 1 P.M.

"CANADA MARU" ... WEDNESDAY, 20th Aug., at 1 P.M.

"TACOMA MARU" ... THURSDAY, 4th Sept., at 1 P.M.

"PANAMA MARU" ... WEDNESDAY, 17th Sept., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

Steamer

Captain

Leaving

"INDO MARU" ... M. Nemoto ... WEDNESDAY, 30th July, 4 P.M.

"LUZON MARU" ... T. Yamaguchi ... TUESDAY, 26th Aug., 4 P.M.

"SAIGON MARU" ... M. Nemoto ... MONDAY, 22nd Sept., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"LUZON MARU" ... H. Yamamoto ... FRIDAY, 18th July, P.M.

"SAIGON MARU" ... T. Yamaguchi ... FRIDAY, 22nd Aug., P.M.

"INDO MARU" ... M. Nemoto ... SATURDAY, 20th Sept., P.M.

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer

Captain

Leaving

"KAIJO MARU" ... Y. Yamamoto ... WEDNESDAY, 16th July, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer

Captain

Leaving

"DAIJIN MARU" ... M. Nagano ... SUNDAY, 6th July, at Noon.

"DAIGI MARU" ... S. Totsushige ... SUNDAY, 13th July, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer

Captain

Leaving

"SOSHU MARU" ... K. Tashiro ... WEDNESDAY, 9th July, at 10 A.M.

FOR CANTON.

Steamer

Captain

Leaving

"SOSHU MARU" ... K. Tashiro ... 2nd July—Hollow 28th June, Gen.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Prince Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA, MANAGER, Second Floor, No. 1, Queen's Building.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER"	17,000	Wed. day, 9th July, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"VORCK"	17,000	About Wed. day, 9th July.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,750	Saturday, 12th July, at 9 A.M.
KOBE and YOKOHAMA	"PRINZ SIGISMUND"	6,000	About Tuesday, 22nd July.
KUDAT and SANDAKAN	"BORNEO"	5,000	About 1st of July.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD, MELOHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 5th July, 1913.

SHIPPING IN PORT.

STEAMERS.

ARRATON APAR, British str., 2,931, Walker, 3rd July—Singapore 27th June, General—David Sassoon & Co.

BARON ENRIKE, British str., 3,505, J. A. Barker, 28th June—New York 6th May, Case Oil—Standard Oil Co.

BELLEROPHON, British str., 8,915, J. A. Bebb, 3rd July—Manila 1st July, General—Butterfield & Swire.

BENGLUR, British str., G. McMillan, 30th June—Moji 24th June, Coal—Gibb, Livingston & Co.

CHITURN, Chinese str., 1,267, E. H. Pratt, 28th June—Shanghai 25th June, General—Chinese.

CHOWTAI, German str., 1,115, E. Gathe, 30th June—Bangkok 22nd June, Rice—Butterfield & Swire.

CHUNSAO, British str., 1,418, C. J. Matheon, 30th June—Ching-antao 23rd June, Coal—Jardine, Matheson & Co.

DAONY, Norwegian str., 855, P. Solvestri, 30th June—Hoihow 29th June, Coal and General—Aagaard, Thoresen & Co.

DALIN MARU, Japanese str., 1,575, U. Nagano, 2nd July—Tamsui 29th June, General—Osaka Shosen Kaisha.

DIKAWA, British str., 3,460, G. W. Ramage, 2nd July—Moji 21st June, General—David Sassoon & Co.

FAUSANG, British str., 1,410, S. Mallin, 3rd July—Moji 27th June, Coal—Jardine, Matheson & Co.

FOOSHING, British str., 1,423, W. D. Welsh, 2nd July—Singapore 26th June, General—Jardine, Matheson & Co.

FUKU MARU, Japanese str., 3,057, R. Tomimaru, 1st July—Moji 25th June, Coal—Mitsui Bussan Kaisha.

FURST BUELOW, German str., 4,799, P. Jager, 2nd July—Fochow 1st July, General—Hamburg-Amerika Linie.

GERMANIA, German str., 1,000, Japsen, 29th June—Sydney, Copra—Singapore & Co.

HALDIS, Norwegian str., 1,065, Jurgensen, 2nd July—Amoy 1st July, General—Java-China-Japan-Lijn.

ISCHIA, Italian str., 2,481, G. Beldini, 2nd July—Moji 26th June, General—Carlowitz & Co.

KAIYO MARU, Japanese str., 2,949, S. Minato, 21st June—Keratsu 15th June, Coal—Suzuki & Co.

KISIRIO, British str., 1,143, E. Byers, 2nd July—Chiuwantao 25th June, Coal—Order.

LINAN, British str., 1,356, C. C. Williams, 2nd July—Shanghai 29th June, Mails and General—Butterfield & Swire.

LOONGSANG, British str., 1,093, W. G. G. Leask, 1st July—Manila 28th June, General—Jardine, Matheson & Co.

MAUSANG, British str., 1,643, Cornock, 30th July—Sandakan 23rd June, Timber—Jardine, Matheson & Co.

MISUMI MARU, Japanese str., 1,423, U. Chikawa, 3rd July—Kwang Yen 30th June, Stone—A. Bune & Co.

ONSANG, British str., 1,474, Picknell, 24th June—Saigon 20th June, Rice and Meal—Jardine, Matheson & Co.

RAJAH, German str., 1,673, Rosetsky, 2nd July—Sandakan 27th June, Timber—Order.

RUBI, American str., 2,798, James Miller, 3rd July—Manila 1st July, General—Shewan, Tomes & Co.

SEATTLE MARU, Japanese str., 2,823, T. Kashiwa, 1st July—Manila 29th June, Flour and General—Osaka Shosen Kaisha.

SIAM, British str., 2,200, F. Prynn, 25th June—Pulo Sambo 18th June, Case Oil—Asiatic Petroleum Co.

SHUNYO MARU, Japanese str., 7,296, W. C. T. S. Filmer, 3rd July—Saigon 4th June, General—Toyo Kisen Kaisha.

SILVANA, Dutch str., 3,081, J. P. Scholten, 14th June—Macassar 6th June, Sugar and General—Java-China-Japan-Lijn.

TRIUMPH, German str., 719, Langschwager, 2nd July—Hoihow 28th June, Gen.

VESTALIA, British str., 3,511, Pattie, 3rd July—Singapore 28th June, General—Jardine, Matheson & Co.

VOLUNIA, British str., 3,548, Henry Plough, 26th June—Kobe 21st June, Timber—Robert Dollar & Co.

LATEST STEAMER MOVEMENTS.

The str. Japan, from Calcutta, left Singapore on the 2nd July, and may be expected here on or about 7th July, a.m.

The N.Y.K. str. Miyazaki Maru (European Line) left Colombo for this port via Singapore on the 3rd July, and is expected here on the 16th July.

The N.Y.K. str. Rangona Maru (Bombay Line) left Moji for this port on the 3rd July, and is expected here on the 8th July.

The N.Y.K. str. Hakata Maru (Calcutta Line) left Kobe for this port on the 4th July, and is expected here on the 11th July.

The N.Y.K. str. Kiri Maru (Calcutta Line) left Calcutta for this port on the 29th July, and is expected here on the 15th July.

The N.Y.K. str. Shikoku Maru (American Line) left Seattle for this port via ports on the 1st July, and is expected here on the 3rd August.

The N.Y.K. str. Tamba Maru (American Line) which left here on the 3rd June, arrived at Seattle on the 3rd July.

The N.Y.K. str. Nikko Maru (Australian Line) left Melbourne for this port via ports on the 2nd July, and is expected here on the 25th July.

The N.Y.K. str. Kaga Maru (European Line) left Yokohama for this port via ports on the 2nd July, and is expected here on the 14th July.

The C.P.R. str. Montague left Yokohama on the 2nd July, at 2 p.m.

PASSENGERS.

ARRIVED.

Per Devanah, for Hongkong, from Shanghai, Mr. S. L. Powell, Mr. S. Michael, Mr. M. Henschowitz, Mr. Lindstrom, Mr. G. A. Richardson, Mr. W. Moss and Mr. A. Forbes.

DEPARTED.

Per Korea, for San Francisco, etc., Mrs. S. L. Joseph, Miss B. Palma, Miss D. Mann, Mrs. S. Mann, Mr. and Mrs. C. Pascual, Mr. A. M. da Silva, Mrs. F. F. Silva, Miss F. I. Silva, Mrs. R. Lopez, Miss C. Villanueva, Miss M. Hison, Miss M. C. Felices, Miss M. Lopez, Mrs. C. Lopez, Mr. E. J. Barretto, Miss F. Lichtenberg, Miss D. Tansley, Mr. L. A. Young, Mrs. C. Young, Mrs. J. B. Brown, Mr. R. Cox, Mr. Thos. Russell, Mr. A. Richardson, Mr. K. B. Reid, Mr. C. Sch

